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EXHIBIT 1
DATE 3/7/11
SB 258

Committee Members,

As the Missoula District representative for the Montana Tow Truck Association I would like to add my support for SB 258.

There have been numerous problems with tow trucks operating for compensation in our District, but not having to comply with the regulations for tow truck operators due to loopholes in how the current law is worded.

Many of these towers operate substandard equipment and operate without the proper insurance requirements. Because they currently don't meet the definition of a commercial tower, these issues cannot be enforced. This puts the motoring public in danger from a lot of different angles. With the substandard equipment that is uninspected, failures are more common and the risk of losing a towed vehicle on the interstate at 75 miles an hour is greater.

If they are involved in an accident, there is the possibility that they are uninsured or don't meet the minimum requirements as currently established for towers. This could be catastrophic for someone involved in an incident with one of these towers.

By changing the definition of a commercial tow truck, it would require their inspection by law enforcement and allow action against them if in noncompliance. This elevates them to industry standards which will provide an added margin of safety to the other motorists on the highways. They would also be forced to prove insurance compliance which will benefit all involved if in a crash. As we all know in Montana, there is a substantial problem with uninsured motorists. There is no reason a business involved in towing for compensation should be allowed to add to the problem.

Sincerely,

Scott Wolff, Owner
Iron Horse Towing, Inc.

BOLSTER'S TOWING, INC.
693 ADDISON SQUARE
KALISPELL, MT 59901

PHONE 406-752-4528
FAX 406-752-0792

IN REFERENCE TO SENATE BILL NO. 258

The Flathead County towers feel that the Salvage Haulers and Wrecking yards haul their own salvage so they say. But they get paid for hauling salvage for Insurance companies, the big salvage pool companies and for taking it to their own wrecking yards and selling parts off the vehicles. They are being compensated for what they do or making money doing what they do.

They should not be exempt from Inspections and must follow the tow laws for inspections. They do not need signs, brooms and buckets, but they need to follow the Safety rules also. They are being compensated for what they are doing - making money - or they would all be out of business. They drive on our highways and it is a safety issue.

Dennis L. Brownfelter

Senate Bill 258

Testimony

Mr. Chairman and Members of the Committee

On March 24, 2010, approximately 1 pm, A-1 Towing was dispatched to a rotation call for Helena PD. It involved a two vehicle crash at 18th and Billings (behind Walmart). The vehicles involved were a 90's Dodge Dakota and a half ton 70's Chev Blazer. The Blazer was pulling what appeared to be a homemade trailer overloaded with scrap metal for Pacific Recycling. The crash had caused the homemade hitch to break, allowing the trailer to break free and become wedged under the Blazer. The driver of this vehicle had previously been engaged in hauling scrap vehicles to Pacific Recycling with a homemade wrecker.

A-1 was dispatched for the Dakota. The driver of the Blazer called a tow truck that was not insured and inspected according to MHP regs regarding commercial tow trucks. The towing industry refers to these operations as "rogue towers". I informed Helena PD the wrecker for the Blazer was not a "commercial tow truck" and the officer directed him to leave the scene.

This is why I feel this one line definition will help resolve the rogue tower issue and promote consumer protection and public safety.



A-1 Towing & Recovery Inc

Owner/operator

CARL'S AUTOCARE INC.

2300 10th Ave. So.
Great Falls, MT. 59405
Phone (406) 761-1342
Fax (406) 7616084
Carlsautocare@yahoo.com

March 7, 2011

Dear Legislator's

My name is Carl Halcro I am the owner of Carl's Autocare and also the President of the Great Falls Tow Truck Association. Myself and the Great Falls Tow Truck Association are in support of Senate Bill 258. We have had a big problems in Great Falls with this issue, this should resolve the problem. Please support Senate Bill 258.

Sincerely:



Terry Morrison

Mr.T's Towing & Repair

411 Bond Street

Bozeman Mt. 59715

Dear Committee Members:

I am the District Director for the Montana Tow Truck Association for southwest Montana and a member of the Tow Truck Complaint Resolution committee Appointed by the Attorney General.

The revisions to the Montana Tow truck act in Senate Bill 258 will benefit 2 Industries and the Highway Patrol.

The additions to 61-8-904 and 61-8-416 will ensure that anyone towing on public roadways that receives compensation in any form, resulting from the act of towing will be required to comply with all the safety and insurance requirements. And will be enforceable by the Highway patrol.

Yet, for those entities that do not tow for compensation. It relieves them from having to carry traffic control signs, brooms, shovels and other emergency equipment because they are not performing emergency towing or recoveries on the roadway. It still requires them to have all the necessary insurance to protect the motoring public. It also relieves the Montana Highway Patrol of the expense of tow truck inspections for this equipment.

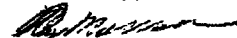
This is a WIN, WIN bill.

Spells out the definition of a commercial tow truck

Gives relief to companies that do not tow for compensation

Protects the motoring public, and saves the state money...

Thank You.


Terry Morrison. Mr.T's Towing.